

**A RESOLUTION of the Common Council setting forth  
the policy of the City in regard to the North American  
Annexation.**

WHEREAS, the annexation of territory to the City of Fort Wayne is a legislative function; and

WHEREAS, the Common Council of the City of Fort Wayne is called upon in the preparation of the City budget to provide for the furnishing of municipal services to the entire City, including newly annexed areas; and

WHEREAS, the Common Council of the City of Fort Wayne has before it an Ordinance for the annexation of the North American Annexation Area, more specifically described as follows, to-wit:

Part of Section 17, Section 19, Section 20, Section 21 and Section 28, all in T31N, R12E, 2nd P.M., Washington Civil Township, Allen County, Indiana, more particularly described as follows:

**Beginning** at the intersection of the easterly right of way of Hillegas Road with the northerly right of way of Interstate 69 (Indiana State Highway I Project No. 69-4 (2) 109, 1958) said intersection also being on the boundary of the Lincolndale Annexation Area (Ordinance No. X-04-83); thence northeasterly, northerly and northwesterly along the right of way of Interstate 69, said line also being a portion of the boundary of the Lincolndale Annexation Area to its intersection with the southerly right of way of U.S. Highway No. 30 (Indiana State Highway Commission F Project No. 870 (13) Columbia City-Fort Wayne Road, 1959); thence northwesterly along the southerly right of way of U.S. Highway No. 30, said line also being a portion of the boundary of the Lincolndale Annexation Area to its intersection with the easterly right of way of the Hillegas Road; thence northerly along the easterly right of way of the Hillegas Road, said line also being a portion of the boundary of the Lincolndale Annexation Area and a portion of the boundary of the Highview Annexation Area (Ordinance No. X-06-79) to the northerly right of way of Goshen Road (formerly State Road No. 2, Indiana State Highway Department Project No. 288 SECA, 1932); thence northwesterly along the northerly right of way of the Goshen Road, also known as U.S. Highway No. 33, said line also being a portion of the boundary of the Edgewood Industrial Annexation Area (Ordinance No. X-01-86) to its intersection with the north line of the SW 1/4 of said Section 17; thence southwesterly through the right of way of U.S. Highway No. 33 (Goshen Road) to the northwest corner of Block "A" in Edgewood Park - Section "C" (Plat Book 26B, pages 119-120, Office of the Allen County Recorder); thence southerly along the west boundary of Edgewood Park -



1 Section "C" and said west boundary extended southerly to the southwest  
2 corner of the E ½ of the SW ¼ of said Section 17, said corner also being  
3 the northwest corner of the E ½ of the NW ¼ of said Section 20; thence  
4 southerly along the west line of the E ½ of the NW ¼ of said Section 20 to  
5 its intersection with the northerly right of way of U.S. Highway No. 30  
6 (Indiana State Highway F. Project No. 870 (13) Columbia City - Fort Wayne  
7 Road, 1959); thence westerly along the northerly right of way of U.S.  
8 Highway No. 30 to its intersection with the west line of the NE ¼ of said  
9 Section 19; thence southerly along the west line of the NE ¼ of said  
10 Section 19 to the southwest corner of the NE ¼ of said Section 19, said  
11 corner also being the northwest corner of the SE ¼ of said Section 19;  
12 thence southerly along the west line of the SE ¼ of said Section 19 a  
13 distance of 775.75 feet to the southwest corner of the land of North  
14 American Van Lines, Inc. of Allen County, in the State of Indiana (Document  
15 No. 89-051602, Office of the Allen County Recorder); thence easterly along  
16 the southerly boundary of said North American Van Lines, Inc. (Document  
17 No. 89-051602) a distance of 659.86 feet, more or less, to a point 778.3 feet,  
18 more or less, south of the northeast corner of the W ½ of the W ½ of the SE  
19 ¼ of said Section 19, as measured along the east line of the W ½ of the W  
20 ½ of the SE ¼ of said Section 19; thence northerly along the east line of the  
21 W ½ of the W ½ of the SE ¼ of said Section 19 a distance of 34.0 feet,  
22 more or less, to the southwest corner of the land of North American Van  
23 Lines, Inc. of Allen County, in the State of Indiana (Document No. 89-  
24 051600, Office of the Allen County Recorder), said corner also being 1912.1  
25 feet north, as measured along the east line of the W ½ of the W ½ of the SE  
26 ¼ of said Section 19, of the southeast corner of the W ½ of the W ½ of the  
27 SE ¼ of said Section 19; thence easterly along the southerly boundary of  
28 said North American Van Lines, Inc. (Document No. 89-051600) a distance  
29 of 1923.5 feet, more or less, to a point situated 653.3 feet south (as  
30 measured along the west right of way of Kroemer Road) of the intersection  
of the southerly right of way of said U.S. Highway No. 30 (said right of way  
established in Deed Record 573, pages 490-491, Office of the Allen County  
Recorder) with the westerly right of way of Kroemer Road (Document No.  
74-26919, Office of the Allen County Recorder); thence southerly along the  
westerly right of way of Kroemer Road to the southerly right of way of  
California Road; thence easterly along the southerly right of way of California  
Road to the easterly right of way of Hillegas Road; thence along the easterly  
right of way of Hillegas Road to the point of beginning.

BE IT THEREFORE, RESOLVED BY THE COMMON COUNCIL OF THE CITY OF  
FORT WAYNE, INDIANA:

SECTION 1. That in the case of the North American Annexation Area, it is the policy  
of the City of Fort Wayne to follow the provisions of Section 1.1 of Chapter 2 of the Municipal  
Code of the City of Fort Wayne, Indiana of 1974, as amended, with regards to the provision  
of non-capital and capital services to the annexation area.

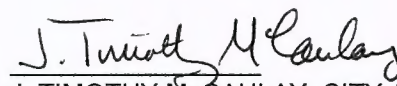
1 SECTION 2. That it is the policy of the City of Fort Wayne to follow the annexation  
2 fiscal plan for said described territory, as prepared by the Division of Community and  
3 Economic Development which is incorporated herein. Two copies of said plan are on file in  
4 the office of the Clerk of the City of Fort Wayne and are available for public inspection as  
5 required by law.

6 SECTION 3. That said plan sets forth cost estimates of the services to be provided,  
7 the methods of financing these services, the plan for the organization and extension of these  
8 services, delineates the non-capital improvement services to be provided within one (1) year  
9 of annexation, the capital improvement services to be provided within three (3) years of  
10 annexation, and the plan for hiring employees of other governmental entities whose jobs will  
11 be eliminated by this annexation.

12 SECTION 4. That, after adoption and any and all necessary approval by the Mayor,  
13 this Resolution shall be in full force and effect.

14   
15 COUNCILMEMBER

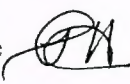
16  
17  
18 APPROVED AS TO FORM AND LEGALITY

19  
20  
21   
22 J. TIMOTHY McCAULAY, CITY ATTORNEY



# MEMO

**To:** City Council Members

**From:** Pam Holocher, Senior Planner-Long Range 

**Date:** March 6, 1997

**Subject:** North American Annexation

---

Attached is the ordinance, resolution and fiscal plan for the North American Annexation to be introduced to City Council on March 11, 1997. Members of the Long Range Planning staff will be present at the March 25<sup>th</sup> Council meeting during discussion and public hearing to present the plan and answer any questions you may have regarding this annexation.

The North American Annexation covers 714 acres and will bring in approximately 681 residents on January 1, 2004. The area is anticipated to result in a net revenue of over 1.2 million dollars during the first five years after annexation. This annexation ordinance proposes a tax abatement for the first three years that the area is a part of the City. The abatement schedule is 60% for the first year that taxes are due (2005), 40% for the second year taxes are due (2006), and 20% for the third year taxes are due (2007). Full taxes would then be payable in the year 2008. The City has met with North American Van Lines and discussed the details of the proposed annexation. North American has agreed to the terms of the annexation proposal as stated in the attached ordinance.

Last week, property owners in the annexation area were sent packets from the City outlining the City's annexation plans and announcing a public information meeting held by the Planning staff on March 5, 1997. From our past experiences, we have found these meetings to be an effective vehicle for getting information out to area residents and addressing their concerns.

If you have any concerns, please feel free to call me or Kristi Sturtz at 427-1140.

Read the first time in full and on motion by Ray Bush,  
and duly adopted, read the second time by title and referred to the Committee on Regulations,  
(and the City Plan Commission for recommendation)  
and Public Hearing to be held after due legal notice, at the Common Council Conference  
Room 128, City-County Building, Fort Wayne, Indiana, on  
the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, at  
o'clock \_\_\_\_\_ M., E.S.T.

DATED: 3-11-97

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Ravine,  
and duly adopted, placed on its passage. PASSED  
by the following vote:

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	<u>8</u>			<u>1</u>
BENDER	<u>✓</u>			
CRAWFORD	<u>✓</u>			
EDMONDS	<u>✓</u>			
HALL	<u>✓</u>			
HAYHURST				<u>✓</u>
HENRY	<u>✓</u>			
LUNSEY	<u>✓</u>			
RAVINE	<u>✓</u>			
SCHMIDT	<u>✓</u>			

DATED: 3-25-97

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana,  
as (ANNEXATION) \_\_\_\_\_ (APPROPRIATION) \_\_\_\_\_ (GENERAL) \_\_\_\_\_ (SPECIAL) \_\_\_\_\_

(ZONING) \_\_\_\_\_ ORDINANCE \_\_\_\_\_ RESOLUTION NO. B-17-97  
on the 25th day of March, 19 97

ATTEST: Sandra E. Kennedy SEAL  
SANDRA E. KENNEDY, CITY CLERK

Thomas P. Helmke  
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the  
26th day of March, 19 97  
at the hour of 11:30, o'clock P., M., E.S.T.

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 27th day  
of March, 19 97, at the hour of 2:00  
o'clock P. M., E.S.T.

Paul Helmke  
PAUL HELMKE, MAYOR



BILL NO. R-97-03-08

REPORT OF THE COMMITTEE ON REGULATIONS

THOMAS E. HAYHURST - REBECCA J. RAVINE - CO-CHAIR  
ALL COUNCIL MEMBERS

WE, YOUR COMMITTEE ON REGULATIONS TO  
WHOM WAS REFERRED AN (ORDINANCE) (RESOLUTION) of the Common  
Council setting forth the policy of the City in regard to the North  
American Annexation

HAVE HAD SAID (ORDINANCE) (RESOLUTION) UNDER CONSIDERATION  
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID  
(ORDINANCE) (RESOLUTION)

DO PASS

DO NOT PASS

ABSTAIN

NO REC

<u>Rebecca Ravine</u>	_____	_____
<u>Thomas E. Hayhurst</u>	_____	_____
<u>John W. Crawford</u>	_____	_____
<u>Thomas P. Henry</u>	_____	_____
<u>Clotus R. Edmonds</u>	_____	_____
<u>DD Sigmund</u>	_____	_____
<u>Kiedra A. Hall</u>	_____	_____
<u>Martini A. Bender</u>	_____	_____
<u>Kiedra Hall</u>	_____	_____

DATED: 3-25-97.

Sandra E. Kennedy  
City Clerk



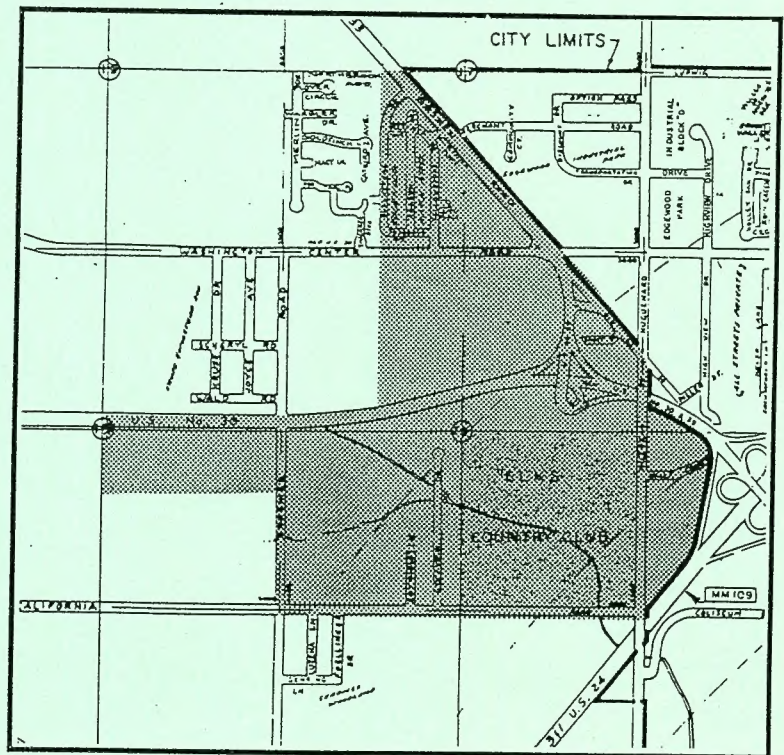
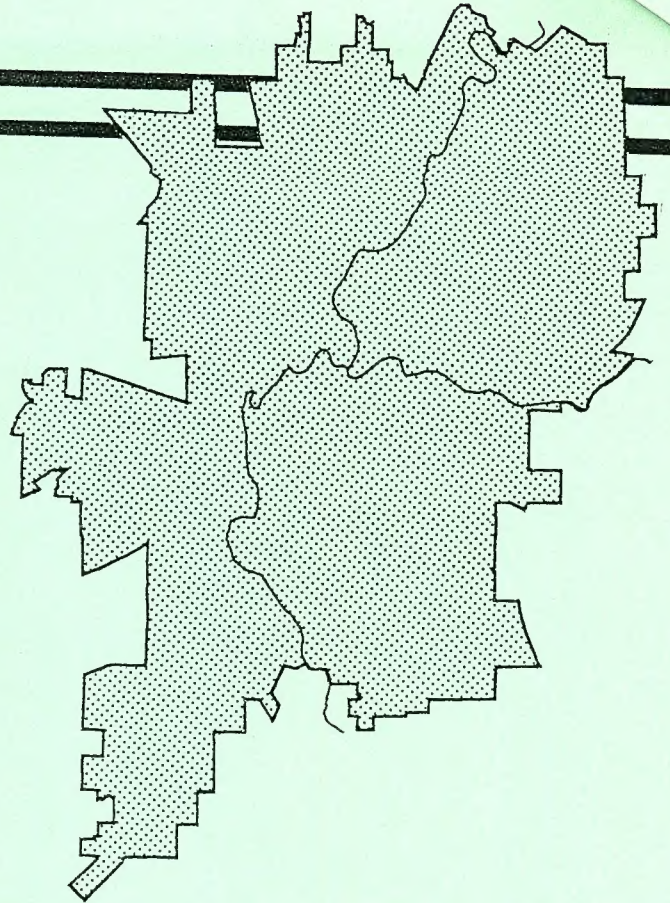
# FISCAL PLAN

CITY OF FORT WAYNE  
Paul Helmke, Mayor

North American  
Annexation

March 1997

COMMUNITY & ECONOMIC  
**C&ED**  
DEVELOPMENT



## ADMINISTRATION AND POLICY DIRECTION

Paul Helmke  
Mayor  
City of Fort Wayne

Gregg LaMar  
Director  
Division of Community Development and Planning

Gary Stair  
Director  
Department of Planning

## RESEARCH AND PREPARATION

Pamela Holocher, Planner III  
Lisa Moeller, Planner I  
Lisa Minnick, Planner II  
Kristi Sturtz, Planner I



## INTRODUCTION

---

Since its incorporation in 1840, the City of Fort Wayne has grown through the annexation process. During the late 1800's and the first half of the twentieth century, the City was successful in its efforts at keeping the urbanizing areas of the community within the city limits.

As growth accelerated after 1950, several factors thwarted the City's attempts to keep pace with an expanding county population. Random development, with lower density residential neighborhoods, good routes of transportation, greater use of automobiles, and the decentralization of major employment facilities, contributed to the decline of the City's population.

Therefore, the City has throughout its history annexed land adjacent to its corporate boundaries. In 1975, the City prepared a report called the Annexation Policy and Program Study, which identified those adjacent areas that were becoming urbanized. This study considered the North American Annexation Area (see the map in Figure 1 on page 3) a developing region suitable for annexation by the City of Fort Wayne. City planners began conducting research to prepare a fiscal plan to annex the North American Annexation Area in the mid 1980's. Much of this area already receives the benefits of City sewer and water extensions. These factors make the North American Annexation a natural progression of the continuing growth policy of the City of Fort Wayne.

This Fiscal Plan is required by State Annexation Law to demonstrate how the North American Annexation meets the legal requirements for annexation. The plan includes data regarding the North American Area, service provision commitments, and fiscal impacts of the annexation upon the City.

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## SECTION ONE: Basic Data

---

### A. LOCATION

The area proposed for annexation is located northwest of the City of Fort Wayne and is somewhat triangular in shape. The North American Annexation Area is generally bounded on the north and east by City boundaries along the I-69, US 30, and US 33 interchange and then northwest along US 33 (Goshen Road). It is bounded on the south by the southern right-of-way of California Road, on the west by the western right-of-way of Kroemer Road and North American Van Lines facility boundaries and the western boundary of the Edgewood Park Subdivision extended south to the northern right-of-way of US Highway 30 (See Figure 1 on page 3).

### B. SIZE

The North American Annexation Area contains approximately 714 acres, or 1.1 square miles.

### C. POPULATION

Block statistics from the Census of Population and Housing show that 681 persons resided in the North American Annexation Area in 1990. This population figure was based upon a strict computation of census data using only entire block groups within the area. Any block group which was split by boundary lines was not figured in the above total.

### D. BUILDINGS

Data collected from field research indicates that there are predominately single family residences, industrial, commercial and some multi-family buildings within the North American Annexation Area. Table 1, on the following page, lists each type of building and the number of structures for each category. Further investigation revealed that there are 170 apartment units within the 16 multi-family buildings.



Table 1: Structure Types &amp; Count

Building Type	Number
Single Family Residences	195 structures
Multi-Family Residences	16 structures
Commercial Buildings	15 structures
Institutional Buildings	1 structure
Industrial Buildings	11 structures

## E. PATTERNS OF LAND USE

The following table shows the approximate acreage within, and percent of acreage represented for, each land use category in the North American Annexation Area.

Table 2: Patterns of Land Use

Land Use Type	Acres	Percent
Park/Common Areas	153	21.4%
Industrial	151	21.1%
Commercial	112	15.7%
Right-of-Way	111	15.5%
Single Family Residential	107	15.0%
Vacant	40	5.6%
Agricultural	25	3.5%
Multi-Family	14	2.0%
Institutional	1	0.2%
<b>TOTAL</b>	<b>714</b>	<b>100.0%</b>

This is a detailed street map of the Elms Country Club area in Los Angeles, California. The map shows the club's location, surrounding streets, and nearby landmarks. Key streets include U.S. No. 10, U.S. No. 24, U.S. No. 30, and U.S. No. 33. The map also shows the city limits and the location of the Elms Country Club. Other streets shown include Steele St, Pritz, Cook, Chaucer, and many others. The map is oriented with North at the top.



## F. ZONING

The North American Annexation Area currently contains nine zoning classifications (See Figure 2 on page 5). Upon annexation, this area will be under the jurisdiction of the City Plan Commission and the zoning classifications will be as follows:

Table 3: Zoning Conversions

County Zoning Classification	City Zoning Classification
RS-1 Suburban Residential	R1 Single Family Res District
RSP-3 Planned Multi Family	R3 Multiple Family Res District
C-1 Limited Commercial	B1B Limited Business District B
C-4 Roadside Commercial	B4 Roadside Business
I-1 Light Industrial	M1 Light Industrial District
I-4 Industrial Park	M2 General Industrial District
I-2(P) Planned General Industrial	M2 General Industrial District
C-3 General Commercial	B3B General Business District B
C-3(P) Planned General Commercial	B3B General Business District B

## G. TOPOGRAPHY

The North American Annexation Area contains the following soil types: Blount silt loam (BmA, BmB, BmB2); Morley silt loam (MrB, MrB2, MrC2); Morley soils (MsB3, MsC3); and, Pewamo silty clay loam (Pe). It has been determined using U.S. Geological Survey Quadrangle Maps that the area has a slope range from 0% to 2.5%, or nearly level relief.

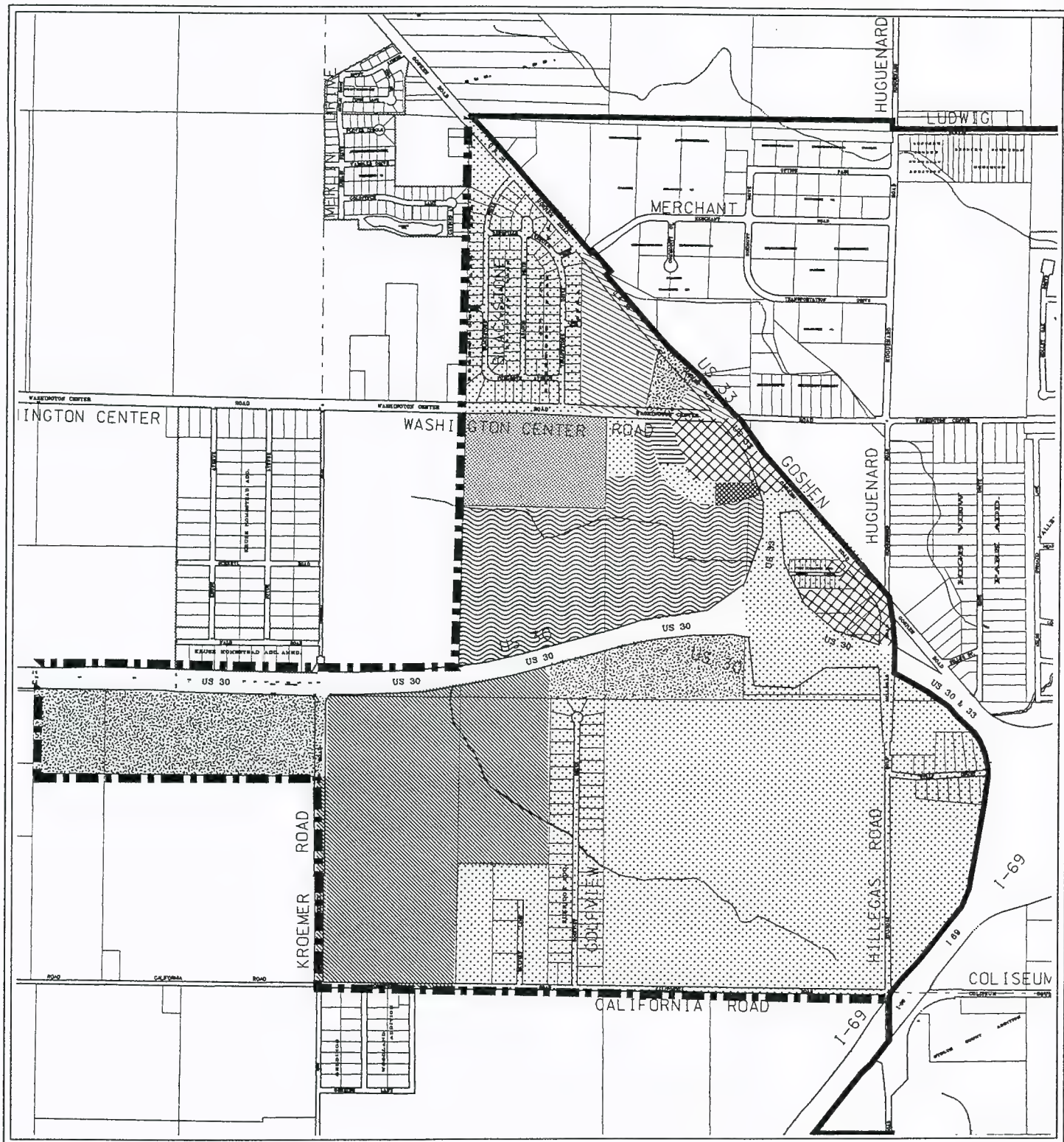
## H. NET TAX RATES PER \$100 ASSESSED VALUATION










Table 4 shows the changes in tax rates for each of the taxing jurisdictions within the North American Annexation Area. The 1995 payable 1996 tax rates, before and after annexation, are as reported by the Allen County Auditor's Office.

Table 4: Tax Rate Conversions

Taxing District	Existing Rate	Rate After Annexation	Change in Rate	Percent Change
Washington	\$ 6.3981	\$ 8.7396	\$ 2.3415	36.6%
Washington Transit	\$ 6.4930	\$ 8.7396	\$ 2.2466	34.6%

Figure 2: Zoning in the North American Annexation Area



	I-1	Light Industrial		C-1	Limited Commercial
	I-2(P)	Planned General Industrial		C-3	General Commercial
	I-4	Planned Industrial		C-3 (P)	Planned General Commercial
	RS-1	Suburban Residential		C-4	Roadside Commercial
	RSP-3	Planned Multi-Family			

I. ASSESSMENT

The total assessed value for the North American Annexation Area is approximately \$14,176,180.

J. COUNCIL DISTRICT

The North American Annexation Area will be initially assigned to City Council District 3, subject to any later statutorily-required reapportionment.

K. CONTIGUITY

The North American Annexation Area is 34.2 percent contiguous to the City of Fort Wayne. Figure 3 on the following page shows the perimeter of the North American Annexation Area and the lineal footage of the contiguous and non-contiguous boundaries.

L. COMPARABLE AREA

As the City has uniform service standards throughout its corporate boundaries, all areas of similar topography, patterns of land use and population density receive the same level of service. A representative area within the City comparable in topography, patterns of land use and population density to the North American Annexation Area is the Congressional Industrial Park Area (See Figure 4 on page 8 and Table 5 below).

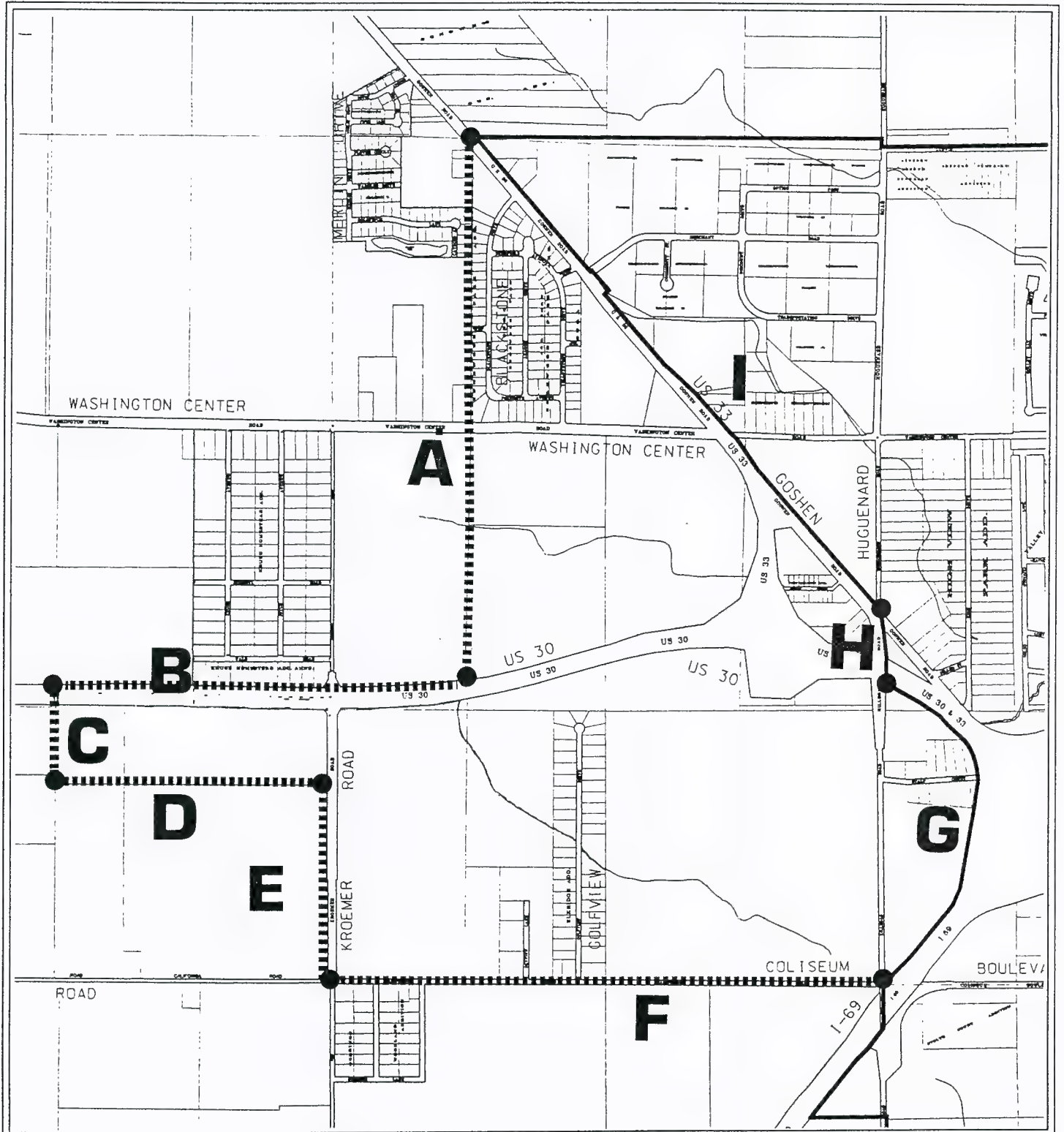
Table 5: Comparative Elements for Annexation & Comparable Areas

Characteristic	North American	Congressional Industrial Park
Topography	A nearly, level, 0.0-2.5%, average slope range with silt, silty clay loams, and morley	A nearly, level, 0.0-2.5%, average slope range with silt, silty clay loams, and morley soils
Patterns of Land Use	Predominately vacant, open and industrial with residential, commercial, and right-of-way	Predominately vacant, open space and industrial with residential, commercial, and right-of-way
Population Density	.95 persons per acre	1.7 persons per acre

No area within the City with similar topography, patterns of land use and population density as the North American Annexation is receiving services higher in standard or scope than those services promised the area.



Figure 3: Contiguity of the North American Annexation Area



NON-CONTIGUOUS

A. 5039'	D. 2570'
B. 3892'	E. 1940'
C. 960'	F. 5275'

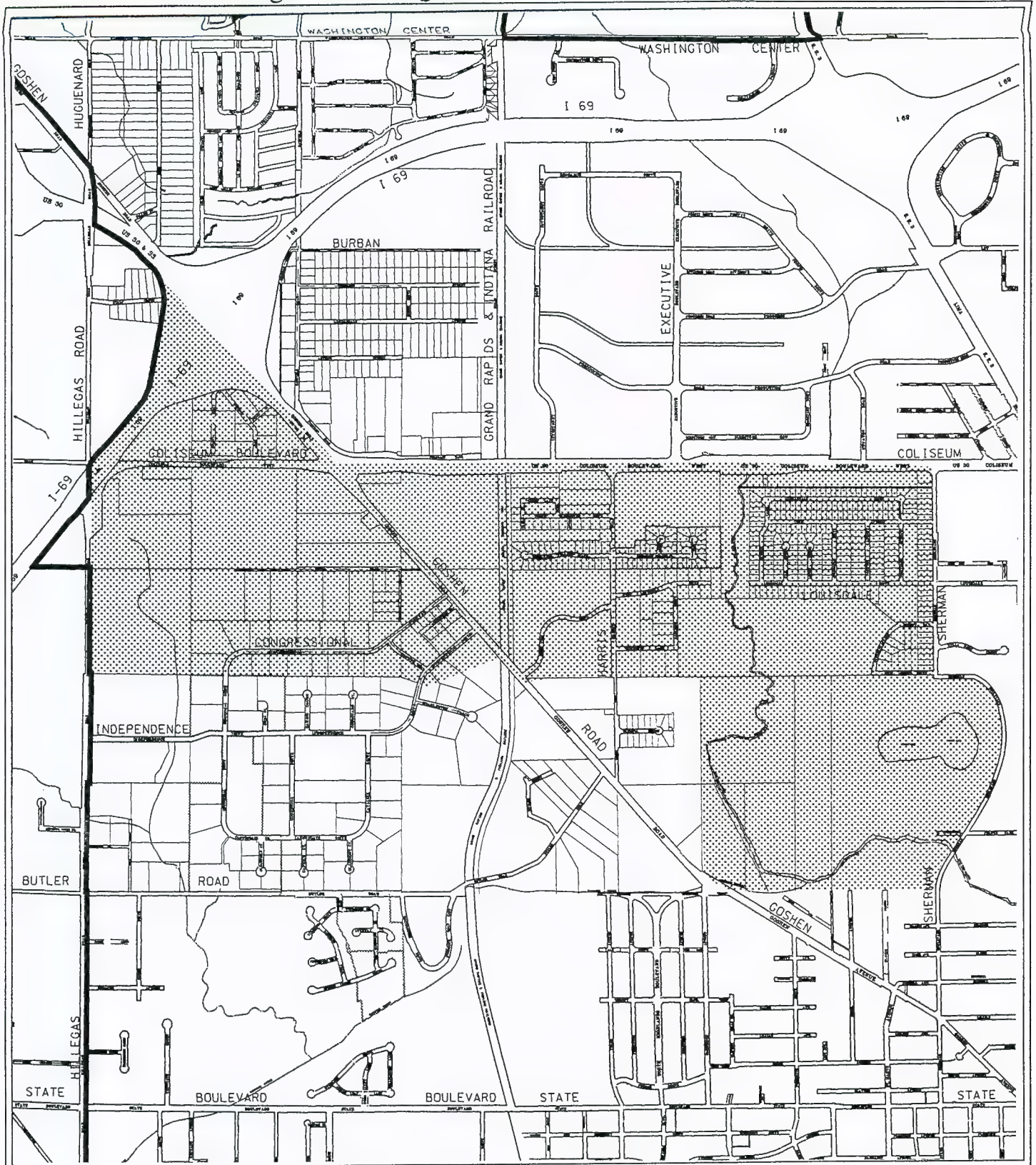
Total 19676' (65.8%)

CONTIGUOUS

G. 3633'
H. 700'
I. 5914'

Total 10247' (34.2%)

Figure 4: Congressional Industrial Park Area



## SECTION TWO - The Comprehensive Annexation Program

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The annexation of the North American area is part of a larger, comprehensive annexation program that was developed in a report prepared by the Department of Community Development and Planning in 1975 and which was subsequently updated in 1976. The Annexation Policy and Program Study was the culmination of a year and a half of extensive study and is used as a policy guide for the City's annexation program. The report recommends that "all urban land contiguous to the City limits should become part of the City" as should "all non-urban land required to complement the annexation of urban land and provide the ability to control and manage urban growth." Because the North American Annexation Area met this criteria in 1975-1976, the report identified it as part of two larger areas (Wash-2) and (Wash-3) which were recommended for annexation.



## SECTION THREE - State Law Requirements

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### A. INTRODUCTION

When pursuing an annexation, a municipality must be sure that the proposed annexation is in accordance with the State Law. The existing statute (IC 36-4-3) provides cities with two options for annexing areas. An annexing city must meet the guidelines of a least one of the options. The two options are:

1. The area must be at least one-eighth contiguous (12.5 percent) to the municipality and it must meet at least one of the following three conditions:
  - a. have a population density of at least three persons per acre;
  - b. be zoned for commercial business, or industrial uses;
  - c. be at least sixty percent subdivided.
2. The boundaries of the annexation area must be at least one-fourth contiguous (25 percent) to the municipality and the area must be needed and can be used by the municipality for its development in the reasonably near future.

In both instances, the municipality must also prepare a written fiscal plan. The fiscal plan must provide cost estimates of the services to be furnished to the annexed territory, together with the methods of financing such services.

The North American Annexation Area meets the second option which has been established to determine the validity of annexations. The remainder of the section will be devoted to explaining how the North American Annexation Area meets this requirement.

### B. ONE-FOURTH CONTIGUOUS

Over thirty-four percent of the North American Annexation's boundaries are contiguous to the City of Fort Wayne. Therefore, the North American Area easily meets the requirements established in Indiana State Statute which requires an annexation area to be at least 25 percent contiguous. Figure 3, on page 7, illustrates the fulfillment of the contiguity requirement.

### C. NEEDED AND CAN BE USED

As mentioned in the introduction, if an area is at least one-fourth contiguous (25 percent) to the municipality, it can be annexed if the area is needed and can be used by the City for

development in the reasonably near future. The North American Annexation Area meets this second condition in three respects:

1. Suburban Migration
2. Tax Equity
3. Future Planning Control

1. Suburban Migration

The North American Annexation Area is important to the growth of the City of Fort Wayne because it is an area of suburban migration. One of the most serious problems confronting metropolitan areas, such as Fort Wayne, is finding ways to maintain urban services at acceptable levels in an environment where service costs continue to rise more rapidly than tax revenues. Inflationary pressures push up the cost of providing services, while suburban migration reduces the City's tax base. While everyone in the metropolitan area benefits from a healthy central city and its facilities and services, not everyone bears an equitable share of the cost.

Since the early 1950's Fort Wayne has had an aggressive annexation policy. The City's annexation policy has kept its population relatively constant as a considerable amount of suburban migration has occurred over the years, which has expanded the overall geographical size of the urbanized area within metropolitan Fort Wayne. Table 6 on the following page, shows that the US Census reported a 1970, Fort Wayne population of 177,671, while the City's 1990 population was over 173,072 persons and adjusted 1996 population was 195,680. Had the City not annexed the 21,122 persons it did between the years 1970 and 1990, the City's population and tax base would have dropped substantially.

While the City's aggressive annexation policy has kept the population relatively static over the past two decades, the physical size of the City has increased dramatically (see Table 7 on page 12). Although, annexation has kept the tax base relatively static over the past twenty years, the lower population density has increased the cost to provide urban services in an equitable manner to all areas within City boundaries.

If Fort Wayne had not annexed any territory since 1953, the City would have lost 43,557 persons or 32.4 percent of its population. It is easy to imagine how difficult it would be for the City to provide services to the poorest sector of the metropolitan community with this deteriorated tax base (See map in Figure 5 on page 14).

The 1990 Census also points out those metropolitan communities in the nation that have fared well since the last Census and those which have not. According to David Rusk, an expert on cities who authored Cities without Suburbs, of the 200 largest metropolitan areas, approximately two thirds have the same characteristics--poor minority populations living in the

Table 6: Fort Wayne/Allen County Socioeconomic Characteristics

Characteristic	Year	Fort Wayne	Allen County (Excluding F.W.)	Total Allen County
Population	1970	177,671 (63.4%)	102,784 (36.6%)	280,455
	1980	172,196 (58.5%)	122,139 (41.5%)	294,355
	1990	173,072 (57.5%)	127,764 (42.5%)	300,836
Elderly Population (65 +)	1970	18,240 (76.4%)	5,634 (23.6%)	23,874
	1980	20,479 (72.9%)	7,595 (27.1%)	28,074
	1990	23,031 (67.7%)	11,033 (32.3%)	34,124
Average Family Income	1970	\$11,419	\$13,378	\$12,139
	1980	\$21,932	\$28,621	\$24,800
	1990	\$36,958	\$54,712	\$44,946
Families with Female Head of Household	1970	5,201 (81.8%)	1,154 (18.2%)	6,355
	1980	11,802 (81.6%)	2,655 (18.4%)	14,457
	1990	23,993 (77.6%)	6,943 (22.4%)	30,936
Families with Incomes Less than Poverty Level	1970	2,750 (76.8%)	833 (23.2%)	3,583
	1980	3,756 (78.7%)	1,019 (21.3%)	4,775
	1990	3,662 (82.5%)	778 (17.5%)	4,440

Source: *General and Economic Characteristics, Indiana* (1970), Bureau of the Census, *Census of Population and Housing, Indiana* (1980), and *US Bureau of the Census, Census of Population and Housing, Indiana* (1990), US Bureau of the Census

Table 7: Area of the City of Fort Wayne

Year	Area	Percent Change
1950	18.57 square miles	--
1970	46.20 square miles	148% increase
1990	65.27 square miles	41% increase

core of inner cities with suburban white suburbs surrounding those areas, the number of jobs declining in the central cities and increasing in suburban areas, and city incomes dropping and suburban incomes increasing. Of the sixty metropolitan areas in the country that have significantly lower levels of economic and racial disparity, most are cities without suburbs--cities that have aggressively annexed emerging suburbs. In these cities, most of the metropolitan population resides in the corporate boundaries, and pay taxes to the city. The



incomes of these residents are 113 percent of those of the urbanites. Unless metropolitan areas can share the tax burden which maintains their cities--cities such as Fort Wayne will begin or continue to deteriorate.

Compounding the problems created by the migration of significant numbers of the population to the suburbs is the fact that the City is shouldering a disproportionate share of the metropolitan area's social problems. This fact is clearly shown in Table 6 on page 12. For example, the City with 58 percent of the county's population in 1990, had 83 percent of all families in Allen County with incomes less than the poverty level. In addition, 82 percent of all Allen County elderly persons resided in the City in 1990.

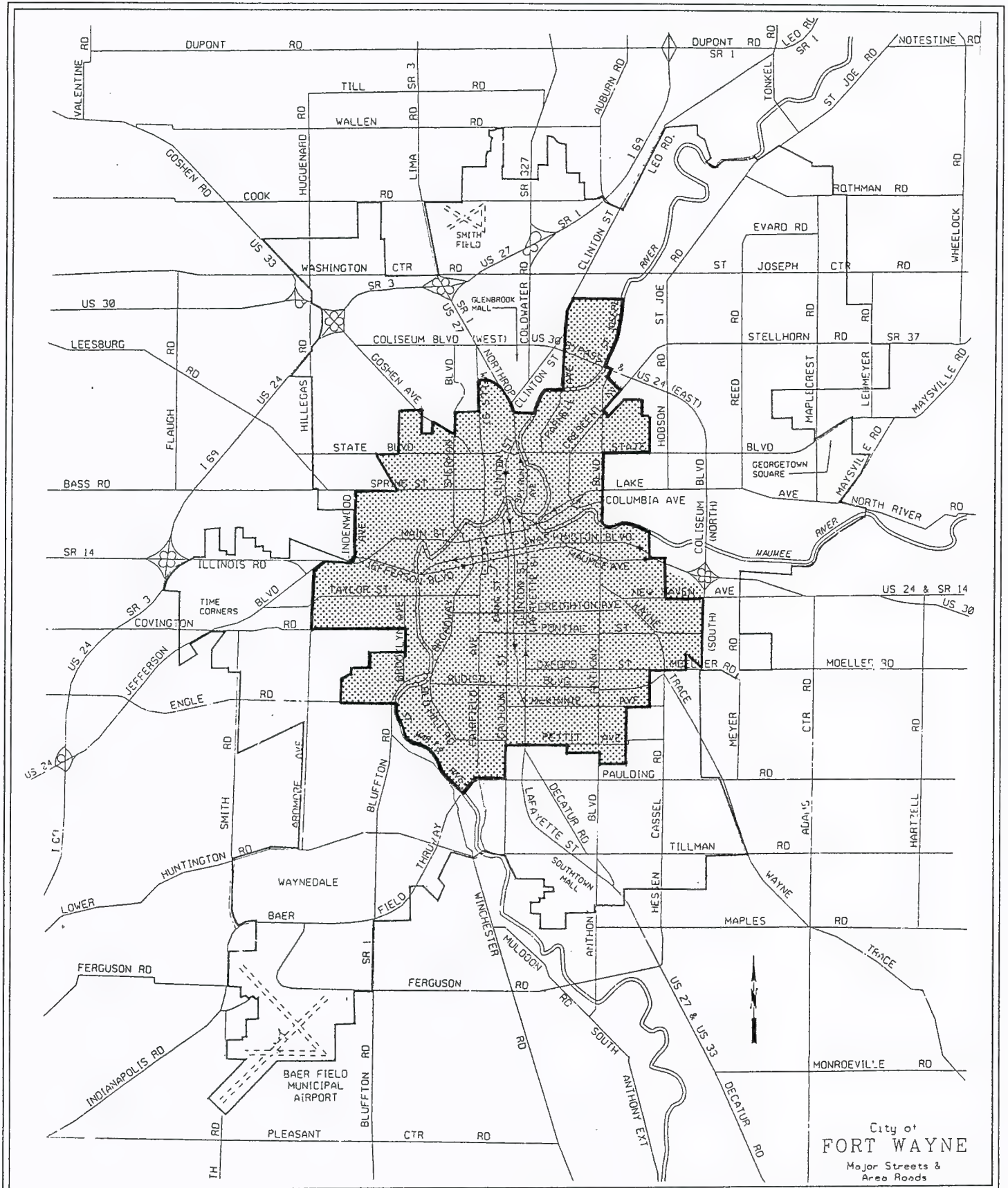
## 2. Tax Equity

Tax equity is another issue that annexation of surrounding developing areas tries to address. Evidence suggests that not only do City residents pay higher taxes because they support disproportionate numbers of the economically disadvantaged, but they pay higher taxes because they are also subsidizing a large segment of the suburban population. The situation that prevails is not only unfair to City residents but is detrimental to the City as a whole. Money that is spent on services used by non-City residents could be spent improving Fort Wayne's infrastructure, facilities, or amenities.

Although it is difficult to document the exact extent of the subsidization taking place, it is clear that every day large numbers of suburban residents consume significant quantities of police, fire, park, animal control, and street services from the City of Fort Wayne while not paying their fair share. For example, a random examination of the traffic accident reports prepared by the Fort Wayne Police Department for the month of December 1991, shows that the department responded to 839 accidents within the City. Out of these, 285 involved non-City residents. Thus, thirty-four percent of the accident runs made by the Fort Wayne Police Department in this month were made to assist persons not living in the City of Fort Wayne, nor paying taxes to support the police department. It is worth noting that the budget of the Police Department is comprised primarily of funds received from the City's General Fund. City residents pay \$1.34 per every \$100 of assessed property valuation for this fund, whereas residents of the unincorporated portion of the county do not contribute to this fund unless they also own property within the corporate boundaries of the City.

The fact that suburban residents utilize such a large amount of the City's police service may surprise some people, particularly those residents who claim they never use City services. On the other hand, these same people may argue that City residents utilize county services without paying their fair share. However, City residents do pay county taxes which help support all county services. In fact, City residents sometimes do not even receive the very county

Figure 5: City of Fort Wayne Growth Since 1953



services for which they are paying because the county chooses not to provide those services within the corporate boundaries of the City since there would be a duplication of services. One example of this is Allen County Animal Control. Fort Wayne residents pay a portion of their county taxes for animal control. They also pay Fort Wayne a portion of their city tax bill for animal control. The County contracts with the Fort Wayne Department of Animal Control to provide services to non-Fort Wayne areas of the county. Fort Wayne residents not only pay the City for animal control services but also pay the County to have these same services extended to non-City residents.

Fort Wayne with its various park and recreational facilities and special activities such as basketball courts, baseball diamonds, tennis courts, playground facilities, concerts, and rose walks attracts people from all over Allen County. However, only City residents pay the tax of 0.3408 cents per every \$100 of the assessed valuation so that everyone can continue to enjoy the City's park system. Until recently, out-of-City residents paid no extra charge for participating in any fee-based park activities. Still, many Fort Wayne parks and park services are utilized by non-City residents where there is not an extra non-resident charge.

The obvious dilemma faced by the City is how to charge non-City residents for their use of City services. Various departments within City government have begun investigating ways to charge county residents in non-incorporated areas for the services that they use. But, the City is still a long way from developing a system whereby residents in unincorporated areas are paying their fair share.

### 3. Current and Future Planning Control

The third reason the North American Annexation Area is needed and can be used by Fort Wayne relates to the City's ability to exercise planning control over the area. This is important, because the City, being an urban area, has planning and zoning standards which are more attuned to urban areas which are adjacent to the City. On the other hand, the County, which has large amounts of agricultural land, has standards which are more attuned to a rural lifestyle.

It makes sense to have distinct standards for urban and rural uses. What does not make sense is to allow areas which are within the urban service area of Fort Wayne, as stated in the Comprehensive Plan, and are prime targets for annexation to be regulated by standards which do not mesh well with the City's zoning and subdivision regulations. Not only is the North American Annexation Area located in Fort Wayne's Urban Service Area, portions of it are already served by City utilities and the area has in and around it substantial residential, commercial and industrial development. Additionally, requests have been made by property owners within the North American Area for the extension of other City services.



#### D. CONCLUSION

The North American Annexation Area should be annexed into the City of Fort Wayne because it meets the second annexation test which has been established by the State Legislature. The annexation area is more than 25 percent contiguous to the City of Fort Wayne and is needed and can be used by the City for future development.

## SECTION FOUR - Municipal Services

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This section of the Fiscal Plan projects costs and methods of financing municipal services for the North American Annexation Area. How and when the City plans to extend non-capital services and capital improvements is also outlined in the following pages. The following section demonstrates how the City will satisfy the requirements of Indiana State Law in the provision of services and financing of same in an equitable manner.

The municipal services described in this section are analyzed according to the needs of the North American Annexation Area, the costs of providing services, and funding sources. It should be noted that the costs of providing municipal services have been rounded off to the nearest dollar and are calculated at today's dollar value. In addition, costs to provide municipal services to the North American Annexation Area will be inflated in the Financial Summary Section, which follows this section.

As required by State Law the annexation area will receive planned services of non-capital nature in a manner equivalent in standard and scope to those non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density. In addition, the annexation area will receive services of a capital improvement nature in the same manner as those services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density.

All services both of a non-capital improvement nature and of a capital improvement nature described in subsequent subsections of the Municipal Services Section will be provided to the North American Annexation Area in a manner equivalent in standard and scope to those capital and non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density, including but not limited to the Congressional Industrial Park Area.

### A. POLICE

The services provided by the Fort Wayne Police Department include the prevention of crime, the detection and apprehension of criminal offenders, assistance for those who cannot care for themselves or who are in danger of physical harm, resolution of day-to-day conflicts among family, friends, neighbors, and the creation and maintenance of a feeling of security in the community. The Police Department is involved in legal work, such as participation in court proceedings and the protection of constitutional rights. It is also responsible for the control of traffic and the promotion and preservation of civil order.

The North American Annexation Area will be included in Fort Wayne Police District B. According to the Fort Wayne Police Department's assessment of the personnel and equipment needs of the North American Annexation, no additional staffing or equipment will be required. On average, two officers per shift will patrol the area.

Statistics for the North American Annexation Area, including the number of calls for service and the average response times, were obtained from the Communications Department's Computer Aided Dispatch System. It has been estimated that there will be 166 calls for service in the proposed North American Annexation Area. It is estimated that, on average, each call requires 0.75 hours to service and the hourly personnel cost for police response is \$22.85. The estimated cost per year of the projected calls for service is \$2,845, plus an additional five percent (\$142) for administrative costs. The sum of these costs results in an estimated annual operating cost of \$2,987.

Funding for police services in the annexation area will come from the Civil City Budget of the Police Department which is derived primarily from property taxes through the General Fund.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$2,987

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## B. FIRE PROTECTION

The Fort Wayne Fire Department will be responsible for providing fire protection services to the North American Annexation Area immediately upon annexation. The services provided include fire protection and suppression, emergency rescue, fire prevention and fire inspection, EMS support response on life hazards, hydrant maintenance, and public education.

The Fort Wayne Fire Department has determined that it will be able to provide service to the North American Annexation Area with existing personnel and equipment. Primary response will come from Station 6, at 1500 Coliseum West, which is equipped with one class "A" Pumper. Golfview Drive is approximately 2.1 miles from Station 6, while North American Van Lines is about 3 miles from this station. The response time to Golfview Drive will range from 5-7 minutes depending on traffic, time of day, and other variables. The response time to North American Van Lines will range between 7-9 minutes. These average response times in the annexation area are comparable to the average response times for similar distances between primary responder and emergency location in the Congressional Park Comparable Area, as well as the rest of the City. Secondary response will come from Station 7, at 1622 Lindenwood, which is also equipped with one Class "A" Pumper.



The Fort Wayne Fire Department has estimated that it will receive approximately 13 calls for service each year from the North American Annexation Area. It costs the Fort Wayne Fire Department about \$1,082 to respond to each call. Therefore, the annual operating expenses for the annexation area will amount to approximately \$14,066 per year.

CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$14,066

### C. EMERGENCY MEDICAL SERVICE (EMS)

At the present time, Three Rivers Ambulance Authority is the provider of ambulance service for the City. Properties in the North American Annexation Area will receive full advanced life support ambulance service immediately upon annexation.

A number of ambulances are stationed throughout the City 24 hours a day. Upon receiving a request for service from the annexation area, the ambulance closest to the area will be dispatched to the annexation area. For some emergencies, such as heart attacks, the Fort Wayne Fire Department will provide extra assistance. Primary assistance will come from Station 6 which is located at 1500 Coliseum West. The Fire Department trains a number of its personnel so that each fire station has an emergency medical technician. Therefore, if needed, fire fighters are able to administer medical treatment before the ambulance arrives.

The method of financing emergency medical services is based on user fees. The charges for ambulance service are shown below:

Table 8: EMS Fees

Service	Fee
Non-emergency transfers, scheduled 24 hours in advance	\$182 plus \$6.50 per loaded mile
Non-scheduled, non-emergency transfers	\$244 plus \$6.50 per loaded mile
Emergencies for all City and non-City residents	\$529 plus \$8 per loaded mile and a \$67 fee for emergency response

This method of financing permits service to be extended to the annexation area with its existing budget. No additional manpower or equipment will be needed to service the annexation area.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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#### D. SOLID WASTE DISPOSAL

The Solid Waste Department currently oversees garbage and non-Freon appliance collection, yard waste collection, and curbside recycling within the City of Fort Wayne. Beginning January 1, 1995, garbage collection has been provided by National Serv-All, and recycling and yard waste collection has been provided by Browning-Ferris Industries. These solid waste services will be provided to residential single family households and multi-family buildings with no more than four units. The services are paid for through a \$6.75 per month user fee per single family household and subsidized with property taxes.

Other programs are also provided by the Solid Waste Department. These programs include the City's Annual Bag-a-Thon, backyard composting, Project Can Do, phone book recycling, and Christmas tree recycling. These supplementary programs are funded by contributions, property taxes, grants, and the Solid Waste Fund.

Solid waste disposal services will be available to residents of the proposed annexation area immediately upon annexation. It will not be necessary to hire additional personnel or purchase additional equipment to provide these services.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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#### E. TRAFFIC CONTROL

The City's Traffic Engineering Department will assume responsibility for traffic control in the annexation area immediately upon the effective date of annexation. Some of the services that can be provided by the department are surveys and investigations of traffic conditions and problems. The department also provides installation and maintenance of traffic control devices such as stop lights, control signs, and fire alarm systems.

Currently, there is one existing traffic signal in the North American Annexation Area, at the intersection of US Highway 33 and Washington Center Road. However, this signal is under the jurisdiction and responsibility of the State of Indiana. There will be an annual cost of \$1,493 for the painting of 21,000 feet of center line and edge line along streets within the

annexation area. Funding sources will come from property taxes and Local Roads and Streets (LR&S) funds.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$1,493

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#### F. STREETS AND ROADS

The incorporation of the North American Annexation Area will add 2.37 miles of residential streets and 1.69 miles of arterial and collector streets to the City street system. Of this, there are .63 miles of residential streets and 1.69 miles of arterial and collector streets in good condition. Also, there are 1.48 miles of residential streets in fair condition and 0.26 miles of residential streets in poor condition.

The Fort Wayne Street Department will be responsible for the general maintenance of all the streets in the annexation area immediately after the annexation. General maintenance includes snow and ice removal, street sweeping, minor ditch maintenance right-of-way mowing, leaf pick-up, guard rail repair, and surface maintenance. The Street Engineering Department will also provide engineering services and construction supervision for all streets, alleys, and sidewalks that will be constructed within the proposed annexation area. In addition, one (1) one-ton dump truck, at a cost of \$31,827, will be needed. It is anticipated that the dump truck will be financed with a five year, seven percent interest, equipment lease funded by Motor Vehicle Highway (MVH) funds. This vehicle will be operated by existing personnel.

The Street Department has determined that on average it costs \$6,312 per year per road mile to maintain City roads. There are a total of 4.06 road miles that will be added to the City street system when the North American Area is annexed. Therefore, it will cost approximately \$25,627 a year, to maintain the streets within the proposed annexation area.

The cost incurred by the City for gas, repairs and maintenance, and miscellaneous supplies for the new one-ton dump truck is estimated to be \$6,259 per year. The source of funding for street maintenance is the Street Department budget which is composed of funds from the Motor Vehicle Highway (MVH) program. The Street Engineering Department funds come from MVH and Local Roads and Streets (LR&S) programs.

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CAPITAL COSTS:	\$ 31,827
ESTIMATED ANNUAL OPERATING COSTS:	\$ 31,885

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## G. PARKS AND RECREATION

Residents of the proposed annexation area will have access to City park facilities such as swimming pools, baseball diamonds, picnic facilities, golf courses, indoor and outdoor skating facilities, etc. The North American Annexation area is within close proximity of Franke Park. This 298 acre community park has a ball diamond, athletic fields, playground equipment, fishing, trails, picnicking, pavilions, an outdoor theater, day camp, and a zoo. Additionally, the residents are near the site of Buckner Farm, a 144 acre undeveloped park. Future plans for Buckner Farm include: nature areas, ponds, picnicking, as well as active recreation areas.

Other recreational activities including day camp, athletic leagues, youth sports, senior citizen activities, special events, cultural arts, and instructional programs are currently available to all City residents. Most of these services are offered on a fee for service basis, with non-residents paying a higher fee. Once annexed, the residents of the North American Annexation Area would pay the resident fee.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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## H. WATER

The Fort Wayne Water Utility is presently serving a portion of the North American Annexation Area. When the area is annexed into the City, property owners who are using the City of Fort Wayne Utility system will no longer have to pay the out-of-city rate. The extension of water services to individual developments will be considered once the property owners in the area petition for such services. The property owners must also finance the cost of installation on either a cash basis, or with a mechanism similar to Barrett Bonding. The bonding procedure permits property owners to spread their payments for the installation costs over a ten year period.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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## I. FIRE HYDRANTS

The City of Fort Wayne pays the Fort Wayne Water Utility \$302.08 annually for each hydrant located within the City. The money the City will pay the Water Utility for hydrant maintenance will be taken from the General Fund.

Currently the North American Annexation Area contains 15 fire hydrants. The City Water Engineering Department has determined that the Edgewood Park residential subdivision has deficient fire hydrant spacing. The City will install an additional six hydrants within three years of the annexation. The cost for installation will be \$2,122 per hydrant, which will be funded by the Utility.

After the area is annexed into Fort Wayne, the City will pay the Water Utility a total of approximately \$4,531 a year for the 15 existing hydrants. Additionally, the Utility will incur \$12,732 in capital costs for the installation of the six hydrants in Edgewood Park. These six new hydrants will add \$1,812 to annual maintenance costs paid for by the City.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$6,343

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#### J. SANITARY SEWERS

Presently, the Fort Wayne Department of Water Pollution Control (WPC) provides sanitary sewers to portions of the North American Annexation Area.

The Fort Wayne Department of Water Pollution Control will provide engineering services as needed for additional sanitary sewers. If additional sanitary sewer service is desired, the City's Water Pollution Control Department has the capability to provide this service. However, residents will first have to petition to the Board of Public Works. Residents will also have to pay for such a service. Upon annexation, residents will be able to take advantage of the Barrett Bonding process which permits residents to make long-term, low interest payments for their sewers.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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#### K. STORM SEWERS

Upon annexation, the Fort Wayne Department of Water Pollution Control will consider storm sewer installation upon petition by property owners. The City will provide engineering services for such a project. Certain storm drainage improvements may be funded from the City's Storm Water Utility. Emergency and routine maintenance of public drainage systems

which are up to City standards will be the responsibility of the City's Sewer Maintenance Department after annexation. The source of revenue City Utilities utilizes for providing these services will be user fees.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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#### L. STREET LIGHTING

It is the goal of the City to light every intersection in Fort Wayne, to reduce night accidents, aid in police protection, facilitate the traffic flow, and inspire community spirit and growth. Therefore, the City will place City-standard street lights at all intersections within the North American Annexation Area that do not have them, within three years of the effective date of annexation. In order to expedite the installation of the street lights, residents should petition the Street Lighting Department. The City will pay the construction costs for the installation of City-standard lighting with overhead wiring at the unlit intersections where the residents desire this type of lighting. This new lighting will cost approximately \$1,061 per intersection. The City's Street Light Engineering Department has identified five intersections where new lighting is needed. Construction costs to light these five intersections will be \$5,305.

These capital costs will be funded predominately from the General Lighting Fund. Operating costs will be paid by the City through the regular departmental budget. Any additional mid-block lighting, ornamental lighting or underground wiring must be petitioned by the residents involved per State Statute. The residents would be assessed for the cost of such installation.

In addition to constructing street lights at unlit intersections within the annexation area, the city immediately upon annexation, will purchase existing lights currently being rented from Indiana and Michigan Power Company, that are located within public right-of-ways. The energy and maintenance costs will then become the responsibility of the City of Fort Wayne. There are 48 existing lights in the North American Annexation area. However, four of the 48 are already owned and operated by the City of Fort Wayne. Of the 44 non-City lights, there are 35 that are owned by subdivisions, seven which belong to Northeast REMC, and two are owned by AEP. The nine lights owned by Northeast REMC and AEP will be purchased by the City for approximately \$4,774. Those lights owned by subdivisions will not be purchased by the City.

The City will assume the responsibility of paying annual energy and maintenance costs for all lights within public rights-of-ways in the North American Annexation Area. The annual cost for the energy and maintenance for each light is \$90 per the City's Street Light Engineering Department. This gives a total annual energy and maintenance cost for the 44 existing lights in the North American Annexation Area of \$3,960 per year. When the five new intersection lights are installed, this will add another \$450 to the annual costs for a total of \$4,410 per year.



In some areas, the existing lighting is not at City standard (incandescent and or ornamental). These lights will be maintained by the City, but, if a replacement is needed due to damage of the fixture it will be replaced with City standard lighting. The City's Street Light Engineering Department has estimated that the cost to upgrade existing lights will cost approximately \$5,305.

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CAPITAL COSTS:	(the first year) \$ 10,079
ESTIMATED ANNUAL OPERATING COSTS:	(the first year) \$ 3,960
CAPITAL COSTS:	(the third year) \$ 5,305
ESTIMATED ANNUAL OPERATING COSTS:	(the third year) \$ 4,410

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#### M. ANIMAL CONTROL

The Fort Wayne Department of Animal Control will provide various services to the North American Annexation Area immediately upon the effective date of annexation. The services this department will provide, include, but are not limited to, the sheltering of stray animals, emergency response to animal complaints, 24-hour service (seven days a week including holidays), canvassing for unconfined strays, trap rental, pet adoption, and a humane education programs. Based upon projected service needs, the Animal Control Department estimates that the annual operating costs will be \$615. Service needs are based upon pet population and upon geographic service area.

It should be noted that the Fort Wayne Department of Animal Control anticipates generating income from the North American Annexation Area from various sources such as issuing pet permits and other permits, the rental of live traps, and animal redemption.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$615

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#### N. ADMINISTRATIVE SERVICES

All administrative functions of the City will be available to the North American Annexation Area residents immediately upon the effective date of annexation. These services include, but are not limited to, the Law Department, the City Plan Commission, the Mayor's Office, the Board of Works, the Metropolitan Human Relations Commission, the City Clerk's Office, the Citizen's Advocate Office, etc. General administration includes all of the regulatory and program functions for the various city departments. When the area is annexed, city departments will be notified and will expand their jurisdictional areas accordingly.

The costs of these services cannot be directly related to the size and population of an area. Consequently, this plan does not include cost estimates. However, expansion of administrative

functions is possible. Funding comes from a variety of sources, including the General Fund, the State and Federal Government.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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O. LIABILITY FOR TOWNSHIP DEBT

State Law (36-4-3-10) mandates the apportionment of debt from the township upon the effective date of annexation. After researching the current Washington Township indebtedness, there appeared to be no current outstanding debt. As a result, it is impossible to project an annual liability for the Township's bonded indebtedness in the years subsequent to 2003, when this annexation is proposed to become effective.

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CAPITAL COSTS:	\$0
ESTIMATED ANNUAL OPERATING COSTS:	\$0

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## **SECTION FIVE - Plan for Hiring Governmental Employees Displaced by Annexation**

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It is not anticipated that, due to the annexation of the North American area, any governmental employees will be eliminated from other governmental agencies. However, if any government employee is displaced as a result of this annexation and makes application with the City of Fort Wayne for employment within thirty days after displacement, such employee will be treated as if the employee were a City employee on "lay-off" status for purposes of hiring for any vacant position similar to the government position from which the individual was displaced.



## SECTION SIX - Financial Summary and Recommendation

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The purpose of this section is to project the revenues and expenditures from the proposed North American Annexation. This section also provides a five-year summary of the expenditures compared with the revenues for the years 2004 to 2008.

### A. REVENUES

Property taxes are the main source of revenue to be received from the North American Annexation Area. Property taxes are computed from the gross amount of assessed valuation in the area and can be obtained from the Office of the Washington Township Assessor. The formula for computing tax revenue is shown in the following table:

Table 9: Tax Revenue Formula

$\frac{V-E}{100} (T) = TR$	
Where:	
V =	Assessed Valuation
E =	Home Mortgage and Homestead Exemptions (\$3,000)
T =	City Tax Rate
TR =	Tax Return

The total assessed valuation of the North American Annexation is \$14,176,180. The annexation area, which is located in Washington Township, will be subject to the Fort Wayne tax rate.

To calculate the revenue which will be generated from the annexation, the first step is to deduct the Home Mortgage and Homestead exemptions from the total assessed value in the area. There are approximately 195 residential properties in the proposed annexation area. Assuming that each one is eligible for both the Home Mortgage Credit of \$1,000 and the Homestead Credit of \$2,000 for a total exemption of \$3,000, the total taxable assessed value becomes \$13,591,180. Property tax for 1996 can then be determined by applying the Fort Wayne/Washington rate to this figure (See Table 10) giving a total property tax revenue of \$404,990. Using a three percent rate of inflation, the property tax revenue for 2005, the first year that taxes would be due in the North American Annexation Area, would be \$528,420. If we apply the sixty (60) percent abatement (as proposed by the City for taxes due in this annexation area in 2005) to this figure, the net revenue figure becomes \$211,368. A portion of

this revenue would be supplied from the State Property Tax Relief Fund. In addition, a forty (40) percent abatement is proposed by the City for taxes due in 2006 and a twenty (20) percent abatement for taxes due in 2007 with full taxes payable in 2008.

This annexation will also enable the City to receive additional revenue from the Motor Vehicle Highway (MVH) and from the Local Roads and Streets (LR&S) Fund. These funds are allocated based on the City's total population and road mileage. The projected revenues were determined based on an analysis of past MVH and LR&S distributions. The most conservative population figure was used in order to calculate the additional revenues the City expects to generate. Taking into account the above considerations, it is anticipated that the City will receive an additional \$17,875 from MVH and an additional \$9,143 from LR&S as a result of the North American Annexation.

Table 10: Taxing District Rate Fort Wayne/Washington

<b>Tax Item</b>	<b>Rate</b>
Corporation General	1.3425
Corporation Debt Service	0.1329
Fire Pension	0.1534
Police Pension	0.1209
Sanitary Officer Pension	0.0168
Fire	0.7759
Park	0.3408
Redevelopment General	0.0144
Fort Wayne Park Bond	0.0553
Special Solid Waste Management	0.0265
Community Service	0.0004
<b>Total</b>	<b>2.9798</b>

In addition to property taxes and highway funds, the City receives revenues from the Community Development Block Grant, the Cigarette Tax, the County Option Income Tax (COIT), the County Economic Development Income Tax (CEDIT), and the Alcoholic Beverage Tax. Some of these grants and funds are based in part on the City's population. Since population is only one element of a very complex distribution formula, the direct contribution of the North American Annexation cannot be calculated. Still, most of these funds will increase with City population increases.

## B. EXPENDITURES

Expenditures which were reported in the section on Municipal Services are summarized in Table 11. Capital costs are one time expenditures, while operating costs are continuing expenses. Since the needs of the annexation area must be treated equally with the needs of other similar areas in Fort Wayne, capital improvement projects, such as construction of streets, curbs, and sidewalks, must follow routine City procedures which often require petitioning. Table 11 details the costs that will be incurred by each department subsequent to the annexation of the North American Area.

Table 11: Expenditures

Department	Capital Cost	Annual Cost
Police	\$0	\$2,987
Fire	\$0	\$14,066
EMS	\$0	\$0
Solid Waste Disposal	\$0	\$0
Traffic Control	\$0	\$1,493
Streets & Roads	\$31,827	\$31,885
Parks & Recreation	\$0	\$0
Water	\$0	\$0
Fire Hydrants	\$0	\$6,343
Sanitary Sewer	\$0	\$0
Storm Sewers	\$0	\$0
Street Lighting	\$15,384	\$4,410
Animal Control	\$0	\$615
Administrative Services	\$0	\$0
Township Debt	\$0	\$0
<b>TOTAL</b>	<b>\$47,211</b>	<b>\$61,799</b>

## C. FIVE YEAR SUMMARY

The Five Year Summary shows the projected expenditures compared with the tax revenues expected in the North American Annexation Area for the first five years after it is incorporated into the City of Fort Wayne. The summary reflects a three percent inflation factor for capital and operating costs, and a three percent increase factor for City revenues for each of the five years.



Property tax revenue from the annexation area will not be collected until 2005. Assuming the area is annexed in January of 2004, assessment will occur in March of 2004, with revenues being collected in 2005. Since revenues are not collected for one year after the effective date of annexation, the City will experience a loss of \$95,410 in 2004. This loss will be offset by revenues generated from the annexation of the North I area which will be incorporated in 2001 and the North II and North III areas which will be incorporated into the City in 2002. Table 12 details the revenues minus the expenses for the North American Annexation Area for a 5 year period.

Table 12: Revenues Minus Expenses

Year	Expenditures	Property Tax Revenue	MVH & LR&S	Balance
2004	\$95,410	\$0	\$0	(\$95,410)
2005	\$85,278	\$211,368	\$27,018	\$153,108
2006	\$95,118	\$326,564	\$27,018	\$258,463
2007	\$90,616	\$448,481	\$27,018	\$384,883
2008	\$93,107	\$577,419	\$27,018	\$511,330
<b>TOTAL</b>	<b>\$459,530</b>	<b>\$1,563,831</b>	<b>\$108,072</b>	<b>\$1,212,373</b>

#### D. RECOMMENDATION

This fiscal plan, which meets the State Law requirements that a fiscal plan be prepared, shows that the North American Annexation is in accordance with the applicable state statutes.

Therefore, it is recommended that after passage of the annexation ordinance and its approval by the Mayor, this area should be annexed by the City of Fort Wayne on January 1, 2004.



## APPENDIX: North American Annexation Area Legal Description

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Part of Section 17, Section 19, Section 20, Section 21 and Section 28, all in T31N, R12E, 2nd P.M., Washington Civil Township, Allen County, Indiana, more particularly described as follows:

Beginning at the intersection of the easterly right of way of Hillegas Road with the northerly right of way of Interstate 69 (Indiana State Highway I Project No. 69-4 (2) 109, 1958) said intersection also being on the boundary of the Lincolndale Annexation Area (Ordinance No. X-04-83); thence northeasterly, northerly and northwesterly along the right of way of Interstate 69, said line also being a portion of the boundary of the Lincolndale Annexation Area to its intersection with the southerly right of way of U.S. Highway No. 30 (Indiana State Highway Commission F Project No. 870 (13) Columbia City-Fort Wayne Road, 1959); thence northwesterly along the southerly right of way of U.S. Highway No. 30, said line also being a portion of the boundary of the Lincolndale Annexation Area to its intersection with the easterly right of way of the Hillegas Road; thence northerly along the easterly right of way of the Hillegas Road, said line also being a portion of the boundary of the Lincolndale Annexation Area and a portion of the boundary of the Highview Annexation Area (Ordinance No. X-06-79) to the northerly right of way of Goshen Road (formerly State Road No. 2, Indiana State Highway Department Project No. 288 SECA, 1932); thence northwesterly along the northerly right of way of the Goshen Road, also known as U.S. Highway No. 33, said line also being a portion of the boundary of the Edgewood Industrial Annexation Area (Ordinance No. X-01-86) to its intersection with the north line of the SW 1/4 of said Section 17; thence southwesterly through the right of way of U.S. Highway No. 33 (Goshen Road) to the northwest corner of Block "A" in Edgewood Park - Section "C" (Plat Book 26B, pages 119-120, Office of the Allen County Recorder); thence southerly along the west boundary of Edgewood Park - Section "C" and said west boundary extended southerly to the southwest corner of the E 1/2 of the SW 1/4 of said Section 17, said corner also being the northwest corner of the E 1/2 of the NW 1/4 of said Section 20; thence southerly along the west line of the E 1/2 of the NW 1/4 of said Section 20 to its intersection with the northerly right of way of U.S. Highway No. 30 (Indiana State Highway F. Project No. 870 (13) Columbia City - Fort Wayne Road, 1959); thence westerly along the northerly right of way of U.S. Highway No. 30 to its intersection with the west line of the NE 1/4 of said Section 19; thence southerly along the west line of the NE 1/4 of said Section 19 to the southwest corner of the NE 1/4 of said Section 19, said corner also being the northwest corner of the SE 1/4 of said Section 19; thence southerly along the west line of the SE 1/4 of said Section 19 a distance of 775.75 feet to the southwest corner of the land of North American Van Lines, Inc. of Allen County, in the State of Indiana (Document No. 89-051602, Office of the Allen County Recorder); thence easterly along the southerly boundary of said North American Van Lines, Inc. (Document No. 89-051602) a distance of 659.86 feet, more or less, to a point 778.3 feet, more or less, south of the northeast corner of the W 1/2 of the W 1/2 of the SE 1/4 of said Section 19, as measured along the east line of the W 1/2 of the W 1/2 of the SE 1/4 of said Section 19; thence northerly along the east line of the W 1/2 of the W 1/2 of the SE 1/4 of said Section 19 a distance of 34.0 feet, more or

less, to the southwest corner of the land of North American Van Lines, Inc. of Allen County, in the State of Indiana (Document No. 89-051600, Office of the Allen County Recorder), said corner also being 1912.1 feet north, as measured along the east line of the W  $\frac{1}{2}$  of the W  $\frac{1}{2}$  of the SE  $\frac{1}{4}$  of said Section 19, of the southeast corner of the W  $\frac{1}{2}$  of the W  $\frac{1}{2}$  of the SE  $\frac{1}{4}$  of said Section 19; thence easterly along the southerly boundary of said North American Van Lines, Inc. (Document No. 89-051600) a distance of 1923.5 feet, more or less, to a point situated 653.3 feet south (as measured along the west right of way of Kroemer Road) of the intersection of the southerly right of way of said U.S. Highway No. 30 (said right of way established in Deed Record 573, pages 490-491, Office of the Allen County Recorder) with the westerly right of way of Kroemer Road (Document No. 74-26919, Office of the Allen County Recorder); thence southerly along the westerly right of way of Kroemer Road to the southerly right of way of California Road; thence easterly along the southerly right of way of California Road to the easterly right of way of Hillegas Road; thence along the easterly right of way of Hillegas Road to the point of beginning.



